COOD REPORTS FROM ALL THE DISTRICTS.

Nome Is Now Prosperous and in Good Condition for the Winter-Rapid Development of the Territory's Oil Field -Situation in the Copper Field.

SEATTLE, Wash., Nov. 24.—The Pioneer Mining Company of Nome has just completed the annual clean-up, and declares a dividend

Mining Company of Nome has just completed the annual clean-up, and declares a dividend of 6 per cent. on a capitalization of \$5,000,000, leaving a reserve in the treasury of \$780,000 for future expansions and improvements in the spring. It has been decided to connect the different properties by rail from Nome to Circle City, involving the construction of eighty miles of road. This will open up an extensive new mining country.

The past season, while a quiet one in Nome district, has been the most satisfying in its history, nearly all the people doing well. There are now 3,000 men in the several camps prepared to spend the winter, and all have plenty of provisions. The Nome, or Behring Sea, fleet, numbering about forty vessels, cleared from Nome waters last week, leaving the country cut off from the outside world, and the steamers engaged in this trade are making regular trips, which will continue during the winter. There are 1,600 miners in this district at present, many of whom are making regular trips, which will continue during the winter. There are 1,600 miners in this district at present, many of whom are making regular trips, which will continue during the winter. There are 1,600 miners in this district at present, many of whom are making regular trips, which will continue during the winter. There are 1,600 miners in this district at present, many of whom are making regular trips, which will continue during the winter. There are 1,600 miners in this district at present, many of whom are making regular trips, which will continue during the winter. There are 1,600 miners in this district at present, many of whom are making regular trips, which will continue during the winter at the outside world, and the steamers engaged in this trade are making regular trips, which will continue during the winter at the outside world, and the steamers engaged in this trade are making regular trips, which will continue during the winter at the outside world, and the steamers engaged in this trade are making regular trips, w with promise of still greater during spring

Cook's Inlet is credited with the biggest strike in its history, made within the past month on Crow Creek. From grass roots to a depth of ten feet it is pay that goes \$1.50 to the pan, with little variation. This strike has made several poor prospectors very rich men and has given new life to the district. The older mines in this district have also been worked very successfully during the past season, so that there is every reason to expect a busy year in Cook's Inlet in 1903.

The railroad engineers who have been operating in this part of the Territory for the past year, and who were instructed to make the strictest observations, are now engaged in writing up their field notes and making They bring the most encouraging reports regarding the mineral resources the agricultural possibilities, fisheries, climate, &c., and also the possibility of railroad construction along the river courses over rich valley lands extending for hundreds of miles. They were astonished at the perlection and superiority of the vegetables grown in gardens planted by the mines and think the country could sustain a large and

thrifty farming population in a few years. Among the other great resources, Cook's Inlet is now boasting of productive oil wells, which give great promise. The oil-bearing territory is very great, and thousands of acres are being located at the present time, despite the severe winter weather. New York people are among the most enthusiastic oil seekers. and they are in the field in large force with money and machinery. This oil field, as far as prospected, extends along the coast for a distance of 150 miles and into the interior from fifty to seventy-five miles.

While the coast districts of the Territory

are making so flattering an exhibit, the interior or Yukon sections are scarcely second in consideration. The first to feel the new life impulse was old Forty Mile. The new discoveries have filled miners with enthusiasm, and the 700 men now in camp have rebuilt the place, filled the old cabins and constructed many new ones. The future is full of promise. A great deal of winter work is now under way in this camp, and pay dirt enough will be taken out to insure large returns in clean-up in the spring. Wickershain, the new camp in Forty Mile district, is also growing and is the headquarters of the new Commissioner. These two American points are drawing heavily on the population of Dawson.

LAKE SUPERIOR COPPER HOUGHTON, Mic1, Nov. 25.—With copper selling at 11 to 12 cents, it is a case of survival of the pittest, for while the metal has sold as low as hime cents within a decade, the

selling at 11 to 12 cents, it is a case of survival of the littest, for while the metal has sold as low as hime cents within a decade, the added cost of production due to increased wages and higher prices for machinery and supplies is not less than 20 and probably about 25 per cent, so that copper selling at 11 cents is no more profitable now than metal sold at nine cents in 1884.

A great many estimates have been made, some of which have shown that the Lake superior mines would all have to shut down, because richer mines elsewhere could make cheaper copper. Such figures of percentage of metal returned by the mines are most misleading, unless considered in connection with other facts of equal importance. While the Lake mines are the lowest in grade of any active copper mines of the world, they have the great advantage of securing the native metal, which merely requires melting down in a furnace to eliminate gangue rock adhering to the particles of metal, and is then finished copper, commanding the highest price in the world's market.

Ore mines may be divided into two classes—the high-grade and the low-grade properties. The high-grade mines produce oxide and carbonate ores and the richest sulphides, such as chalcocite and coveline. Such mines run from 12 to as high as 60 per cent, copper in their ore. They would close all the other mines were it not that these rich ores are merely surface deposits as a rule. No copper mine of either the first or second rafik, at any point on the globe, is making its production mainly from ores of this grade.

No copper mine of either the first or second rank, at any point on the globe, is making its production mainly from ores of this grade.

The other class of copper ore mines includes all the great producers—except the Lake Superior native copper mines—numbering such mines as the Boston and Montana. Anaconda, Mountain, United Verde, Copper Queen, Greene, Boleo, Rio Tinto, Tharisis, Mansfield, Assino, &c. All of these make the bulk of their production from medium and low-grade sulpuide ores, mainly from chalcopyrite returning 3 to 8 per cent. refined metal. Such a grade of ore must be brought up by several successive concentrations, where the ore will concentrate. be brought up by several successive concentrations, where the ore will concentrate, previous to smelting, and, when smelted, three to four times as much ore must be run through the furnaces to make a ton of copper as is the case with the Lake mines. In the case of the Rio Tinto smelting is out of the question, except for a limited percentage of 5 to 6 per cent, ore, hand selected. The great bulk of the ore is treated by lixiviation

of 5 to 6 per cent, ore, hand selected. The great bulk of the ore is treated by hivitation processes, requiring eight to ten years for complete extraction of values.

The mere matter of percentage of copper is inconclusive. The prime factor is quantity of ore, secondly grade—and all of the big ore bodies are low-grade—and last, but not least, are the questions of wages, transportation, capital, equipment and management. At the present time the Boston and Montana and Calumet and Heela mines are making cheaper copper than any other mines of the first rank. The former is owned by the Amaigamated Copper Company, and the latter by independent interests.

There are other and smaller mines that are making copper as cheaply, if not cheaper. Among these is the Wolverine, a little Michigan mine that was a failure twelve years ago, and is now making about 10,000,000 pounds refined copper, at the mine, for 5½ cents per pound last month. The cost of smelting, marketing and all miscellaneous charges averaged a little less than 1½ cents per pound last year, on a production of less than 5,000,000 pounds. As fixed charges are the same, with output doubled, the present cost, outside of mine and mill, is not more than 1½ cents a pound, giving the Wolverine rooper made at an actual net cost of subout 6½ cents a pound, in October, 1902, or at the rate of upward of 30 per cent, annual profit on shares of \$25 per value and \$13 a share actually pair in.

These figures do not bear out the theory that the Lake mines can be closed by their competitors elsewhere. As a plain matter of fact, some of the Lake mines are in a bad way brancielly and are likely to get in a worse way before they get in a better, but the best mines are in a position to meet any cent in price, and to earn dividends and maintain wages at even lower figures for the metal.

MONTANA.

BUTTE, NOV. 24.—F. A. Heinze is now operat-

MONTANA. BUTTE, Nov. 24.—F. A. Heinze is now operating the concentrator of the Basin & Bay State Mining Company at Basin after having had considerable trouble in getting the lease,

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THE CAMERON, in use the world over, and con-ceded to be the most serviceable, durable and effec-tive Station and Sinking Pumps on the market to-day. Often imitated, never equalled. Write for catalogue and prices to the A. S. CAMERON STEAM PUMP WORNS, Poot Fast 23d st., New York effy, U. S. A.

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as some of the Eastern stockholders were much opposed to granting it. On account of litigation in which the company became involved two or three years ago, the plant was never operated by the company. When the fire destroyed the concentrator of the Montana Ore Purchasing Company at Meaderville, Heinze secured a lease on the Eastin and Bay State plant. A short time ago one of the Eastern stockholders in the corporation brought an action in the District Court to have the lease set aside on the ground that a meeting of stockholders at which the lease was granted, proxies were voted that I ad been traudulently obtained. He therefore alleged that the action of the Basin and Bay State company in granting the lease on the concentrator was illegal, and asked the court to annul it. Heinze then filed a motion to auash the complaint and the motion was sustained.

Lestern capital is seeking investment in

CALIFORNIA

Show a slight failing off.

Callifernia.

San Francisco, Nov. 24—A foolish strike has put an end to all work in the great from howatian Copper Mine, the largest producer in California. Some motormen on a small rainoad owned by the company were discharged for incompetency. They were members of the Smelternen's union and this union missisted upon their reinstatement and the recognition of the union. The company refused, as it has always reserved the right to employ any labor it sees fit. The 200 smelternen and most of the miners have quit work. The company has shut down the mine and has announced that it will not reopen for many months, as the fires raging in some of the workings have made operating expenses very heavy. Most of the men have nothing saved up and will soon be suffering.

The heavy rains and snows have made water so abundant that by Dec. I all the big mines on the mother lode will be running to their full capacity. The season promises to be very successful, as a number of the leading mines have added largely to their stamp mills.

NEVADA.

REYN Nov. 25—L. Eko county the Build

NEVADA.

RENO. Nov. 25.—1: E ko county the Bull Run mines are paying a profit of from \$6,000 to \$8,000 a month from a twenty-stamp mill. The indebtedness of \$30,000 has been paid off.

off.

The new ledge in the Tonopah Mining Company's mine, the Mizpah, is said to be 16 feet wide. The ore ranges from \$2,000 to the ton. The Ray Extension has struck \$400 ore at a depth of only 18 feet.

SEATTLE. Nov. 24.—The California mine in the Republic district is keeping up its reputation as a regular shipper, the ore averaging about \$1,500 per carload. The gold values in this ore make it exceedingly desirable, and a good market is found at the Grand Forks smelting, which has a capacity of 1,500 tons a day.

der Mountain, it is from sixteen to eigiteen
feet deep.
About 100 men will be kept at work in
the Thunder Mountain mines during the
winter. The mines that are well developed
are turning out to be great properties. The
Dewey mill is running day and night and will
be kept going through the winter. The company has a large amount of supplies at the
mines and mill.
COLUMNO.

mines and mill

COLURADO

IN THE BLACK HILLS.

formly good values per ton, according to assay returns received from time to time

LAKE REGION IRON MINES

DULUTH, Minn. Nov. 28—Estimates of the amount of ore held in the Lake Superior region by the newly combined Union Steel Company of Pittsburg, are various. On the Mesaba range the two companies, now combined, are owners of perhaps 60,000,000 tons of ore, most of which is medium grade non bessemer. The Sharon Steel Company's portion of this is practically all non-bessemer. On old ranges they have a very large tonnage of low-grade bessemer and silicious ores, estimated by some as high as 50,000,000 tons. This is on what is known as the Cascade range, a part of the Marquette district. This is all owned by the old Union Sicel Company of Donora, which is one of the parties of the new combination. The Sharon Steel Company carries into the combination an agreement with the United States Steel Corporation for several hundred thousand tons a year of high-grade bessemer ore from the mines of the latter upon the Mesaba range.

Both the Mahoning and Sharon Steel companies have recently put drills at work on the Vermillion range, one near Ely and the other at Tower. All these drills, strange to say, are working on lands that have been explored and dropped by the old Minnesota Iron Company. Other drills are being put at work on the Vermillion and probably not less than twenty diamond drill outfits will be working there this winter, a larger number than for many years.

A number of new shafts will be sunk at Lake

The storm which was entering the upper Lake region on Saturday moved northeastwari into Canada and was travelling out the St. Lawrence Valley yesterday, accompanied by rain and snow n New York and New England and rain in the Gulf States. The pressure was low in the Northwest and along the Southwest and Gulf coast and high in the Central States and the Lake regions, whe in the Central States and the Lake regions, where it was somewhat cooler, with freezing temperatures still extending south into the Tennessee Valley. In the Atlantic States there was but slight change in temperature. Scattered showers fell in the Southern States and local snows around the Lake

temperature was at 10 P. M., 34 degrees: wind fres and brisk southwesterly; average humidity,

The temperature yesterday, as recorded by the official thermometer, and also by THE SUN's ther

WASHINGTON PORECAST FOR TO DAY AND TO MORROW For eastern New York, New Jersey and eastern

WASHINGTON

Republic district is now looking more promising than at any time since it was brought in touch with the out-side world. The highest average estimates of values of ore for the entire Republic camp are from \$10 to \$12 a ton and there are millions of tons.

Boise, Nov. 23.—Snow has fallen much earlier this year than usual and no more prospecting for mines will be done until next spring. On 8 immit Flat, twenty miles north of Idaho City, the snow is several feet deep, while at Pen Basin, on the road to Thunder Mountain, it is ten feet deep, and on Chilcoot Pass, between Pen Basin and Thunder Mountain, it is from sixteen to eighteen feet deep.

CENTRAL CITY, S. D., Nov. 25—Scientific mining and exploration have demonstrated that the region immediately west of Central City, along Deadwood Glich, is rich in gold ore and the men who had the courage several years ago to expend their money in its development are beginning to receive their reward. The region is cut by several enormous dykes of porphyry, trachyte and phonolite, and everywhere are vast bodies of ore, some of it of exceptionally high grade for the Black, Hills and all of it showing uniformly good values per ton, according to assay returns received from time to time.

LAKE REGION JEON MINES

many years.

A number of new shafts will be sunk at Lake Superior mines this winter on all ranges in anticipation of a far larger output next season than ever before. Several new mines will be opened on the Mesaba and perhaps elsewhere.

elsewhere

came cloudy by noon; rain and a few flakes of snow falling in the evening and at night. The lowest ner cent : barometer corrected to read to sea level at

Pennsylvania, snow to-day, clearing in the after-noon; brisk to high northeast to north winds, becom-ting west; fair to morrow, with rising temperature. For Delaware, the District of Columbia and SPECIAL OFFER OF MINING STOCK. Maryland, snow or rain this morning, followed by clearing and colder; fair to morrow, with ris-

lots of 500 and upward. These mines—not prospects
of COPPER, GOLD, SiLVER and LEAD ere situsted in Sonora, Mexico. This proposition will
stend thorough investigation and offer will not be
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GOT TWO SMELLS OUT OF SEVEN. the Perfumed Concert Sentients

Sniffed and Quit. The "Melody in Odors," advertised last month as a "Perfume Concert," was tried last night, but ended in a discord and had to quit. It had its hearing, or rather smelling, for the first time as a number in "Rice's Sunday Night Pop" at the New York Theatre. It will probably not be smelled again in these parts. The novelty died before it was more than two minutes old.

According to the programmes the novelty consiste i of a lecture by "Chrysanthemum," whose real name is Sadakichi Hartmann. He undertook to take his hearers in a sixteen-minute trip around the world and illustrate the countries visited by means of perfumes blown into the auditorium by two big electric fans through perfumed cloths. The "melody" was the last thing on the programme.

"Chrysanthemum" began telling the audience that he proposed to conduct the

dience that he proposed to conduct the largest Cook's Tour ever known and that he would take them all over the world and land them safe home again in sixteen min-

the action sale home again in sixteen minutes after giving them seven sniffs of seven countries. He didn't, though. He left his tour stranded in Germany.

As he began to speak the fans blew a scent of roses which filled the theatre. That indicated the flowers you found in the strands of the seven statement. That indicated the flowers you found in your stateroom, Chrysan'hemum said. When he went into detail as to the happenings on the yoyage some of the smellers began to get up and go out. He turned on violet for Germany. Half the smellers had gone and the others had enough. They applicated so hard that Chrysanthemum inliered. "I beg you good evening," he stammered and left the stage hurriedly.

JEROME BACK, SLEUTH'S CALL.

District Attorney Jerome returned last night from Lakeville, Conn., whither he went last Tuesday to spend Thanksgiving with his family. He was accompanied by Assistant District Attorneys Garvan

and Gans. While Mr. Jerome was out of town the Folice Department has been much alarmed by reports of wholesale arrests about to be made. Assistant District Attorney Morgan has been busy preparing charges and has

On Second Thought Arthur K. Bourne Decided He Hadn't Speeded His Auto.

BABYLON, L. I., Nov. 30 .- A young man who says he is Arthur K. Bourne and that his father is Frederick G. Bourne, a manufacturer of automobiles at 261 West Sixtyninth street, Manhattan, was arrested here this afternoon for running an automobile more than eight miles an hour in the village. Besides Mr. Bourne there were another man and two women in the vehicle. Mr. Bourne told Justice Cooper that he, Bourne, would enter a plea of guilty. Justice Cooper

enter a plea of guilty. Justice Cooper fixed the fine at \$40.

The case might have been settled there and then, but John Snedecor and Charles B. Jones, clubmen, who were in court, told Mr. Bourne that if he really thought he was not travelling eight miles an hour it was his duty to fight. They told him of the crusade against automobiles going on in Long Island and he then withdrew his plea and entered one of not guilty. was paroled until Thursday.

MEXICAN RAILROADS TO MERGE? Bellef That the National and International Will Be United Soon.

Austin, Tex., Nov. 30.-It is reported that the resignation of L. M. Johnson, as general manager of the Mexican International Railroad, which is to take effect on Dec. 31, is the first active step in the proposed consolidation of that road with the Mexican National. Both roads are owned by the Harriman syndicate and it is said that the general offices of the Mexican Inter-national are to be abolished and the opera-

national are to be abolished and the opera-tion of the road managed by the executive officers of the Mexican National with head-quarters in the City of Mexico.

President J. G. Metcalf of the Mexican-International has been in New York for several weeks where he is said to be arrang-ing the details for turning the property over to the Mexican National. It is said that the formal consolidation will take place about Jan. 1. place about Jan. 1.

FOODY WARS ON COON HUNTERS Bronxwood Park Folks Can't Sleep o'Nights Because of the Noise.

Capt. Foody of the Wakefield station in The Bronx has a collection of shotguns and rifles awaiting owners. They are the evidences and the results of the captain's war on raccoon hunting in his precinct.

Complaints have been made to the police from Bronxwood Park, in the vicinity of cast Chester, that of late it has been all one's life was worth to go out after dark on account of the hunters. More than that the Bronxwood Parkers can't sleep because of the barking of the dogs and the cause of the barking of the dogs and the noise of the guns.

Capt. Foody has had several mounted men out to break up the hunting parties, and frequently in their hurry to get away the hunters have dropped their guns. The firearms are at Wakefield station awaiting observed.

ing claimants. JOTTINGS ABOUT TOWN.

Announcement is made that beginning with Dec. It idshop Potter will have his oface at 112 West Fortieth street, instead of at the See House. Els office days will be Tuesdays, Thursdays and Saturdays, and his hours to A. M. to noon.

The annual report of Dean McLean of the College of Physicians and Surgeous says, as illustrating the quality of the work of the college that out of last June's graduating class of 145 men, toll have received appointments in prominent hospitals, in every case as the result of a competitive examination.

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FOR RATES, ETC., APPLY TO 1 BROADWAY. UNITED STATES AND FOREIGN PATENTS. 245 BROADWAY, NEW YORK. Special machinery, electrical and coemical ap-paratus made on snort notice, good accommoda-tions for inventors. 403 EAST 23D ST. PRINTING—10,009 circulars, 11,50, cards and billheads 40c, per 1,000 up; 1,000 printed envelopes, 1,50 EDGAR FRINTING AND STATIONERY CO., 50 West 30th st.

> NEW YORK SOUTHAMPTON - LONDON.
>
> S. Louis, Dec. 2, 10 A. M. | St. Paul, Dec. 17, 10 A. M.
> Phila ... Dec. 10, 10 A. M. | St. Louis, Dec. 21, 10 A. M. RED STAR LINE. ANCHOR LINE Glasgow, via Londonderry.

AMERICAN LINE.

From eter at North falver, foot of west Tills. Eurnessla. Dec. 6, noon | Anchoria ... Jan. 8, noon Ethiopia ... Dec. 26, noon | Furnessla ... Jan. 17, noon First Saloon, 850 and upward.

Secend saloon, 850 and upward.

HENDERSON BROTHERS. 17 and 19 Broadway.

WASHINGTON **OLD POINT COMFORT**

EXPRESS STEAMSHIPS

OLD DOMINION LINE

Through tekets returning from Washington by rail or water.

Ticks's and Stateroom Reservations at Pier. Telephy no 1589 Franklin. OLD DOMINION LINE.

Friedrich and Grein and West Grein and West Grein and Beach Wash in ten 19. C., and entire South and West.
Frieght and passenger steamers sall from Plet 26, N. R., foot Beach at ... every week day , at 3 P. M. H. B. WALKE?, Tracke Manager, CUNARD LINE TO LIVERPOOL From Pier 51, North River.

Campania, Dec. 6, 9 A.M. | Lucania, Dec. 20, 9:30 A.M. |

Umbria... Dec. 13, 1 P.M. | Etruria... Dec. 27, 1 P.M. |

VERNON H. BROWN & CO., Gen. Asta., 29 B way.

WHITE STAR LINE. NEW YORK-QUEENSTOWN-LIVERPOOL. Celtie Dec. 8, 7:50 A. M. | Oceanic. Dec. 17, 7 A.M. Teutonic, Dec. 10, noon | Cymric. Dec. 24, noon Pier 48, North Rayer, Office, w. rozdway, NewYork.

STEAMBOATS.

BOSTON AND POINTS IN PALL RIVER LINE, via Newport and Fall River. Leave Pier 19, N. R., foot Warren St., week days only, at 5:00 P. M. Steamers PRISCILLA and PUBITAN. Orchestes on each only, at 5:00 P. M. Steamers PRISCILLA and PURITAN. Orchestra on each.

STONINGTON LINE, via Stonington. Lve.Pier 40, N. R., R. Clarkson St. weekdays only at 6:00 P. M. Steamers MAINE and NEW HAMPSHIRE.

NORWICH LINE, via New London. Lve.Pier 40, N. R., R. Clarkson St. week days only at 5:30 P. M. Strs. CITY OF LOWELL and RHODE ISLAND. NEW HAVEN LINE, for New Haven, Hartford, Springfield and the North. Leave Pier 25, E. R., foot Peck Silp, week days only, at 4:30 P. M. Steamer CHENTER W. CHAPIN.

JOY \$1.25 to Providence. LINE First Class Service. Fast and elegant Steamers leave New York

daily excepting Sunday, at 5 P. M., from Pier 35, East River, foot of Catharine St. Albanv Evening Line
ROUND TRIP \$2.50.
ADIRONDACK or DEAN RICHMOND leaves
Ther \$2. N. R., boot Contai St., at 6 r. M., week days
only: direct connection with express trains for
peluis North, East and West.

CENTRAL HUDSON BOATS. For NEWBURGH, POUGHKEEISE and RON-DOUT from Frank'U, St. week days at 4 P. M. For NEWBURG H, CRANSTON'S, WEST FOINT, COLD SPRING and CORNWALL, week days at 5 P. M. Sandays from Franklin St. at 9:20 A. M. W. 129th St. at 10:20 A. M.

TEOY BOATS Saratoga" or "City of Troy"

all peints North and East. SUNDAY STEAMERS TOUCH AT ALBANY. Catskill Evening Line. Boats for catskill, Hudion, Coassonie and the usual landings, every week day at 6 P. M., from Fier 43, N. R.

RAILROADS.

Pennsylvania RAILROAD.

STATIONS foot of West Twenty-third Street and Desbrosses and Cortlandt Streets.

1:9 The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted.

7:55 A. M. FAST MAIL.—Limited to two Buffet Parlor Cars New York to Pittsburg. Steeping Car Pittsburg to Chicago. No coaches to Pittsburg. 8:55 A. M. FAST LINE .- Phttsburg and Cleve 9:55 A. M. PENNSYLVANIA LIMITED.-Pullman Compartment Steeping, Dining, Smoking, and Observation Cars. For Chicago, Cleveland, Toledo, Detroit, Cincinnati, Indianapolis, Louisville, St. Louis.

1:55 P. M. THE PENNSYLVANIA SPECIAL—20 hour train to Chicago. Pullman Observation, Drawing-room Steeping, Dining, and Buffet Smoking Car. Smoking Car.

185 P. M. CHICAGO AND ST. LOUIS EXPRESS.

For Toledo, Nashville (via Cincinnati and Louis-yille), Indianapolis, Chicago, St. Louis. Dining

Car.

5.55 P. M. ST. LOUIS EXPRESS.—For Pittsburg.
Cincinnati, Indianapolis, Louisville, St. Louis.
Dining Car. For Welch, W. Va. (via Shenandeah Valley Route).

5.55 P. M. WENTERN EXPRESS.—For Chicago.
For Toledo, except Saturday. Dining Car.

7.55 P. M. PACIFIC EXPRESS.—For Pittsburg
and Chicago. For Knoxville, daily, via Shenandosh Valley Route. Connects for Cleveland
except Saturday.

8.25 P. M. CLEVELAND AND CINCINNATI EXFRESS.—For Pittsburg, Cleveland and Cincinnati. WASHINGTON AND THE SOUTH.

WASHINGTON AND THE SOUTH.

7.55, 8.25, 8.55 (Dining Car), 10:10 (Desbrosses and Cortlandt Streets, 10:20) (Dining Car), 10:35 (Dining Car) a. m. 12:55 (Dining Car) 2:16 (Desbrosses and Cortlandt Streets, 2:20) (3:25 'Congressional Limited," all Parlor and Dining Cars, 3:25 (Dining Car), 4:25 (Dini CHESAPPAKE & OHIO RAILWAY -7:55 a. m. week days. 12:55 and 4:55 p.m. daily
FOR OLD POINT COMFORT and NORFOLK. -7:55
a. m. week days and 8:35 p. m. daily.
ATLANTIC CITY -9:55 a. m. and 2:55 p. m. week days. Sundays, 7:55 a. m. Through Vestibuled Trains. Buffet Parior Cars and Standard coaches on week days. Parior Smoking Car, Parior Cars. Dhing Car and Standard Coaches on week days.
Por points on New York and Long Branch Reliroad drom West Twenty third Street Station; \$35
a. m., 12:10, 3:25, 4:35, 11:25 p. in. week days. Sundays, 9:25 a. m., 4:55 p. m. (from Desbrosses and Cortlandt Streets), 9:00 a. m., 12:20, 3:40, 5:10
and 11:37 p. m. week days. Sundays, 9:45 a. m.,

and 11.3) p in. week gays. Sundays, 9:45 c 5 t5 p. in.

FOR PHILADELPHIA.

6:10 (Desbrosses and Cortlandt Streets, 6:20, 7:25, 7:25, 8:25, 8:25, 9:25 (9:35, Penna, Limited), 10:10 (Desbrosses and Cortlandt Streets, 10:20) (Doing Cap), 10:36 (Dining Cap), 11:35 a. m., 12:25 (Dining Cap), 10:36 (Dining Cap), 11:35 a. m., 12:25 (Dining Cap), 10:36 (Dining Cap), 2:10 (Desbrosses and Cortlandt Streets, 2:20), 2:25, 3:25 (Dining Cap), 3:36, 4:25, 4:25 (Dining Cap), 2:36 (Dining Cap), 3:36, 4:25, 4:25 (Dining Cap), 3:36 (Dining Cap), 4:36 (Dining Cap), 5:36 (Dining Cap), 4:36 (Dining Cap), 5:36 (Dining Cap), 4:36 (Dining Cap), 3:36 (Dining Cap), 4:36 (Dinin

LEHICH VALLEY. Foot of West 23d A. Cortlandt and Desbroases Sts. . Daily + Except Sunday, Sunday changes: e 12.25, d12.15, e7.00, n5.45, 85.45, x5.45

Ethiopia. Dec. 20, noon Anchoria. Jan. 3, noon Ethiopia. Dec. 20, noon Furnesta. Jan. 17, noon Ethiopia. Dec. 20, noon Furnesta. Jan. 17, noon Ethiopia. Dec. 20, noon Furnesta. Jan. 17, noon Second Saloon. 336 and up. 34 circs. \$26 and up. HENDERSON EROTHERS. 17 and 19 Broadway.

OCEANIC STEAM 3HIP CO.

Alteraga ... Jan. 19 Broadway.

Nails from San Francisco to SAMOA, NEW 7FA.
LAND and AUSTRALIA Dec. 18, Jan. 8 and every 21 days; to HONGILUA every 10 days; TAMITI once a month. Round the world. \$632.70.

E. F. BURNETT, G. E. Agt. 477 Broadway, N.Y.

BURNETT, G. E. Agt. 477 Broadway, N.Y.

Gill 15, 61.00 nb.25, 86.45, 25.45

Buffaio Local ... \$66.55 and \$26.55 and \$66.55 and

NEW YORK

THE FOUR-TRACK TRUNK LINE. VIA NIAGARA FALLS.

Trains arrive and depart from Grand Central Station 42 street, New York, as below:

North and westbound trains, except those leaving Grand Central Station at 8:15, 8:30, 11:20 A. M., 2:45, 3:30, 9:18, 11:30 P. M., will stop at 125th St. to receive passengers, ten minutes after leaving Grand Central Station.

All southbound trains, except the "20th Century" and the "Empire State Express" and Nos. 36 and 66, will stop at 125th St. ten minutes before their arriving time at Grand Central Station.

12.10 A. M.—MIDNIGHT EXPRESS.—Due Buraio 4:15, Niagara Falls 5:17 P. M.

3.15 A. M.—MIDNIGHT EXPRESS.—Due Buraio 4:15, Cleveland 4:35, Indianapolis 11:45 P. M., Chicago 7:10, St. Louis 7:30 next morning.

7.54 A. M.—SYRACUSE LOCAL.—Stops at all important stations.

8.30 A. M.—12MPIRE STATE EXPRESS.—Most famous train in the world. Due Buraio 4:45, Niagara Falls 5:45 P. M.

8.45 A. M.—12MPIRE STATE EXPRESS.—Buraion 4:45, Niagara Falls 5:45 P. M.

11.30 A. M.—12MPIRE STATE EXPRESS.—Due Buraio 4:45, Niagara Falls 5:45 P. M.

11.30 A. M.—12MPIRE STATE EXPRESS.—Due Buraio 6:45, Niagara Falls 5:45 P. M.

11.30 A. M.—12MPIRES.—Makes local stops. Due Buraio 1:15, Niagara Falls 8:07.

10.30 A. M.—12MPIRESS.—Due Ruttand 7:25 P. M. Niagara Falls 8:07.

10.30 A. M.—12MPIRESS.—Makes local stops. Due Buraio 1:15, M. M.

11.30 A. M.—12MPIRES.—Makes local stops. Due Buraio 1:15, M. M.

12.50 P. M.—12MPIRES.—Due Ruttand 1:156 P. M.

12.50 P. M.—14MPIRESTERN LIMITED.—Due Cincinnati 1:20, Indianapolis 1:20, A. M. St. Louis 6:45 P. M., next day.

10.00 P. M.—24MPIRES A. M. Checinnati 1:20, Indianapolis 1:20, A. M. St. Louis 6:45 P. M., next day.

2.45 P. M.—14MPIRED.—Child CENTURY LIMITED.—Due Cincinnati 1:20, Indianapolis 3:10, Chicago 4:4 Lake Shore, Electric Lights and Falls.

2.30 P. M.—14MPIRES.—Alexand Rapids and CiliCago via Lake Shore, 26:4 via M. C. P. M.—24MPIRES.—Due Albany And TROY PLYER.—Due Cleveland 7:25 A. M., Cincinnati 1:20, Indianapolis 3:10, Chicago 4:30, St. Louis 9:45 P. M. —4MPIRED.—24 hour train to Chicago. All Pullman

6.35 P. M.— MONTREAL EXPRESS, VIA D. R. H. or Ru'land.
7.30 P. M.— MONTREAL EXPRESS, VIA D. P. M.— ADIRONDACK AND MONTREAL EXPRESS.
8.00 P. M.— BUFFALO AND TORONTO SPECIAL.—Due Buffalo 7:25 A. M., Niagara Falls—8:43, Toronto 10:56 A. M. S. P. M.— SPECIAL MAIL LIMITED.—Siesping car only for Rochester.
9.15 P. M.— SPECIAL MAIL LIMITED.—Siesping car only for Rochester.
9.20 P. M.— SOUTHWESTERN SPECIAL.—Due Cincinnati 7:50, Indianapolis 10:10 P. M., St. Louis 7:30, second morning.
9.30 P. M.— PACIFIC EXPRESS.—Chicago 3:4 hours by M. C., as hours by Lake Shore.
11.30 P. M.— NORTHERN NEW YORK EXPRESS.—Cape Vincent. Ogdensburg. 6c.
10.08 A. M. and 3:30 P. M. Daily, except Sunday.

BARLEM DIVISION.

5.08 A. M. and 3:36 P. M. Dairy, except Sunday, to Pittsheld and North Adams; Sunday at 9:20 A. M. Pullman cars on all through trains.

Trains filluminated with Pintsch light.

Ticket offices at 113, 261, 415 and 1216 Broadway;

25 Union Sq. W.; 275 Columbus av., 133 West 125th st. Grand Central Station, 125th st. station and 128th st. station, New York; 328 and 726 Fulton st. and 106 Broadway; P. D., Brooklyn.

Telephone, "900 38th street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company. NEW YORK CENTRAL ROUTE

NEW YORK, BOSTON AND NEW ENGLAND
Via Springfield and the
BOSTON AND ALBANY RAILROAD.
(New York Central & Hudson River R. R., Lessee.)
Trains leave Grand Central Station, Fourth avenue and 42d street, New York, as follows:
1940a A. M., 112:00 noon, *4:00 P. M., *11:00 P. M.,
arrive at Boston 3:30 P. M., 5:40 P. M., *10:00 P. M.,
6:15 A. M.
Leave Boston 19:00 A. M., 112:00 noon, *4:00 P. M.,
*11:00 P. M., arrive New York 3:30 P. M., 5:40 P. M.,
10:00 P. M., 6:14 A. M.
Tickets at New York Central ticket offices, M.,
and 12:16 Broadway, and at Grand Central Station,
A. H. SMITH,
General Superintendent, General Passenger Agent.

WEST SHORE RAILROAD.

(New York Central & Hudson River R. R., Lessee).
Trains leave Franklin St. Station, New York, as follows, and 15 min. later foot West 42d st., N. R.:—

*7:10 A. M.—Por Interm. points to Albany.

*11:20 A. M.—Ol Saratoga & Mohawk Exp.

*1:00 P. M.—Chicago Express.

*2:25 P. M.—Cont. Lim. for Detroit, Chi. & St. Louis, follows. Points & Albany.

*6:00 P. M.—For Roch., Buffalo, Cleve d. & Chicago.

*7:45 P. M.—For Roch., Buffalo, Cleve d. & Chicago.

*7:45 P. M.—For Roch., Buffalo, Cleve d. & Chicago.

*Dally, Phality, except Sunday. Leaves Brook. Phally, Phality, except Sunday. Leaves Brook. Leaves Jersey City Penn.R.R. Sta.: (1) at *11:25 A. M. (2) at *12:45 P. M. Leaves Jersey City Penn.R.R. Sta.: (1) at *11:20 A.M. Leaves Jersey City Penn.R.R. Sta.: (1) at *11:20 A.M. Chicago.

*A. H. SMITH. C. F. LAMBERT, Gen'l Superintendent. Gen'l Pass'r Agent.

New York and Boston All Rail.

N. Y. N. H. & H. R. R. and connections.

From Grand Central Station.

Leave. By way of

\$800 A. M. Hartford and Willimantic. 200 P.M.

\$902 A. M. Springfield and Worcester, 3:30 P.M.

\$10:00 A. M. 'New London and Providence, 3:00 P.M.

\$10:00 P.M. 'New London and Providence, 3:00 P.M.

\$10:00 P.M. 'New London and Providence, 5:00 P.M.

\$10:00 P.M. 'New London and Providence, 6:27 A.M.

\$10:00 P.M. 'New London and Providence, 6:37 A.M.

'Dally, including Sunday, \$1:00 P.M. 'Dally, including P.M.

READING SYSTEM. NEW JERSEY CENTRAL R. R.

Return service same hours and by same routes.
C. T. HEMPSTEAD Gen. Pass. Agent.

Liberty Street and South Ferry (time from South Ferry five minutes earlier). EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK -24:00 (7:15 Easton only), 9:10 A. M., 1:20, 44:0, 5:00 (6:45 Easton only) P. M. Sundays, 24:25 A. M., 1:30, 5:30 P. M., WILKESBARRE AND SCRANTON -24:00, 9:10 A. M., 5:00 P. M. Sundays, 24:25 A. M., 1: P. M. LAKEWOOD AND LAKEHURST, TOMS RIVER AND BARNEGAT -24:30, 9:40 A. M., 1:29, (3:40, 4:10, Lakewood and Lakehurst only), 5:00 (3):30 Lakewood only) P. M. Sundays, 10:00 A. M. ATLANTIC CITY - 19:40 A. M. 13:40 P. M. VINELAND AND BRIDGETON - 124:00 A. M.

11:30 P. M.
LONG BRANCH, ASBURY PARK, OCEAN GROVE, POINT PLEASANT AND SEA-SHORE POINTS—24:00, 8:20, 11:30 A. M., 4:45, 5:20, 6:30 P. M. Sundays, except Ocean Grove, 9:30 A. M., 4:01 P. M.
PHILADELPHIA (READING TERMINAL)—2*4:25, 7:300, 18:300, 10: P. M., *12:35 Mdt.

P. M., *12:35 Mdt.

READING HARRISBURG, POTTSVILLE AND WILLIAMSPORT -\$1:00 24:25, 18:00, \$1:20, \$1:00, \$1:20, \$1:00, \$1:20, \$1:00

ROYAL BLUE LINE. FOR BALTIMORE AND WASHINGTON—
18:20, *10:30, *11:30 A. M., *1:00, !*3:40, *5:00, *7:00
P. M., *12:15 Mdt.
2From Liberty Street only. *Daily, *Daily, except Sunday, *Sunday only, *Parlor cars only,
EVIA Tamaqua, *Saunday only, *Parlor cars only,
EVIA Tamaqua, *Saunday only, *Parlor cars only,
EVIA Tamaqua, *Saunday,
Offices: Liberty St. Ferry, South Ferry, 6 Astor
House, *113, *261, *434, *300, *1351 Broadway, *152 5th
Ave., 25 Union Square West, *153 East 125th St.,
273 West 125th St., 243 Columbus Ave., New York,
273 West 125th St., 243 Columbus Ave., New York,
274 Court St., 344, 800 Fulton St., Brootlyin; *38 Broadway, Williamsburg. New York Transfer Co. calls
for and checks baggage to destination.
W. G. BESLER.
G. M. BURT,
General Manager.
Ceneral Pass'r Agest. or and checks baggage to destination.
W. G. BESLER. C. M. BURT.
General Manager. Ceneral Pass'r Agent.

BALTIMORE & OHIO RAILROAD, Leave N. Y. City. South Ferry. Liberty St. Chicago, Pitisburg. 12:10 ngt. 12:15 ngt. Chicago, Columbus. 12:255 pm. 1:00 pm. Diner. Pitisburg. Cleveland. 3:35 pm. 7:00 pm. Landd. Pitisburg. 1:inited. 6:55 pm. 7:00 pm. Buffet Cincinnati. St. Louis. 12:10 ngt. 12:15 ngt. Cincinnati. St. Louis. 10:25 am. 10:30 am. Cincinnati. St. Louis. 10:25 pm. 7:00 pm. Buffet. Norfolk. 12:55 pm. 11:00 pm. Diner.

ROYAL BLUE TRAINS. Washington, Ballo 18.25 am. 18.30 am. Buffet. Washington Bullo 11.75 am 11.75 am. Diner. Gashington, Ballo 11.25 pm. 11.00 pm. Diner. Washington, Ballo 12.35 pm. 100 pm. Diner. Royal Limited 3.35 pm. 100 pm. Diner. Royal Limited 5.35 pm. 5.40 pm. Diner. Washington, Ballo 4.25 pm. 5.00 pm. Diner. Washington, Ballo 4.55 pm. 7.00 pm. Buffet, Washington, Ballo 12.16 pg. 17.00 pm. Buffet, Washington, Ballo 12.16 pg. 17.15 pg. Sleepers 10.18 20, 434, 1200 Broadway, & Sunday only. Offices, 113, 261, 434, 1200 Broadway, & Astor House, 25 Union Square W. 301 Grand street, N. Y.; 343 Fullon Street, Brooklyn; South Ferry and Liberty Street, Beggage checked from hotel or residence to destination.

Lackawanna Railroad. Leave New York, foot Barelay and Christopher sts. 18:00 A. M.—For Binghamton and Syracuse.
10:000 A. M.—For Buffalo, Chicago and St. Louis.
11:40 P. M.—For Buffalo and Chicago.
14:00 P. M.—For Stranton and Plymouth.
16:10 P. M.—For Buffalo and Chicago.
18:45 P. M.—For Linea, Oswego, Ithaca, Buffalo.
12:00 A. M.—For Chicago—Sleepers open 9 P. M.
Tickets at 113, 429, 1133 Broedway, N. 73, 339
Fulton st., Brooklyn. Dally, fixcept Sunday